1: Gusinde
102, 103, 133, 491

SH6 Yahgan SH6

[End Map 1, pages 1458-1465, has been divided into sections as indicated below.]

A 1458	B 1459	C 1460	D 1461
E 1462	F 1463	G 1464	H 1465

/422 cont./

516 forward a bit when they stand, the feet are not close together but bent inward, and the knees are slightly bent. The arms do not fall down straight along the sides of the body, but in such a way that the hands rest on the front part of their thighs. They do not remain in an upright position for more than a few minutes. If they have a choice, they soon squat on the ground again, because they can rest better that way.

487 Overland routes have been used since ancient times in order to avoid a dangerous coast or a long circuitous route. The best known are three in the territory of the southwestern group, that is, from the lowest point of Tekenika Bay straight south (438),

438. This overland route was much used because, if possible, the people avoid circumnavigating False Cape Horn with its strong sea-swell. Moreover, the mission station in Tekenika Bay temporarily afforded a certain attraction.

from the western shore of this inlet southwestward into Bahía Doce, and from the deep inlet of Canal Carfort to Estero Ponsonby. When the mission station was located there, the first two routes were used a good deal. Sometimes people left their canoe at the landing place and covered the distance entirely on foot. This is also true of the isthmus of Caleta Awaiakit, due south to the northernmost edge in the western part of Estero Ponsonby. I was also told that the two narrow places on the northern half of Península Hoste and the narrowest land connections in the middle of /423/ the large Londonderry Island were overland connecting routes. Every family was entitled to use these trails. They were 491 actually corduroy-roads over which one could rather quickly drag the canoe without much effort.

In a few places it is necessary to cross a brook on foot. There are no actual rivers south of Beagle Channel. As a ford, however, they choose a shallow place in the bed, surrounded by flat, low shores. They make no particular signs, but everyone keeps the place well in mind. They wade through the brook, of course (438).

438. Hyades (3):337, also, writes, "one

/923 cont./

487 crosses the streams by landing them" /translated from French/.

[illegible] If the water is high and there is a strong current, the shores are connected by means of two sticks or short trunks and thus bridged. SD:78 gives shiiyeyéfke, "to put logs or beams, etc., across a stream to form a bridge" /cited in English/. As I learned, however, this kind of unsteady construction is very seldom made.

4. Nomadic Life, the Result of Environmental Conditions

182 In the beginning we emphasized the fact that the Tenenes are forced to lead a migratory life because of their environment, or because of conditions in their homeland. They did not respond to this necessity purely mechanically, but, applying their mental powers, they have organized a form of economy that seems to be the best possible adaptation to their environment (440).

440. On September 18, 1858, Despard wrote in his diary: "The Fuegians in themselves *cannot be other than they are*" /cited in English/ and explains this in detail on the basis of negative arguments (VP:VI, 83:1858). Bridges (3):240 furnishes the following positive account: "The natives have developed all the more useful qualities for the life they lead: their canoes are perfect for their kind, and so much can be said for all their utensils and implements. With the materials at their disposal I do not see how they could be improved. They have adapted themselves perfectly to the land and climate in which they find themselves" /translated from Spanish/. The words of Crawshay:XXIII with regard to the Selk'nam (Vol. I, 366) applies without qualification to our Tenenes: "Judged from the point of view of the Land they inhabit, they are perfect" /cited in English/.

/End Map L. Section A/

1-Gumbo--1459 E-6 (1918-1926) 1937 SI16 Tahgan SI16

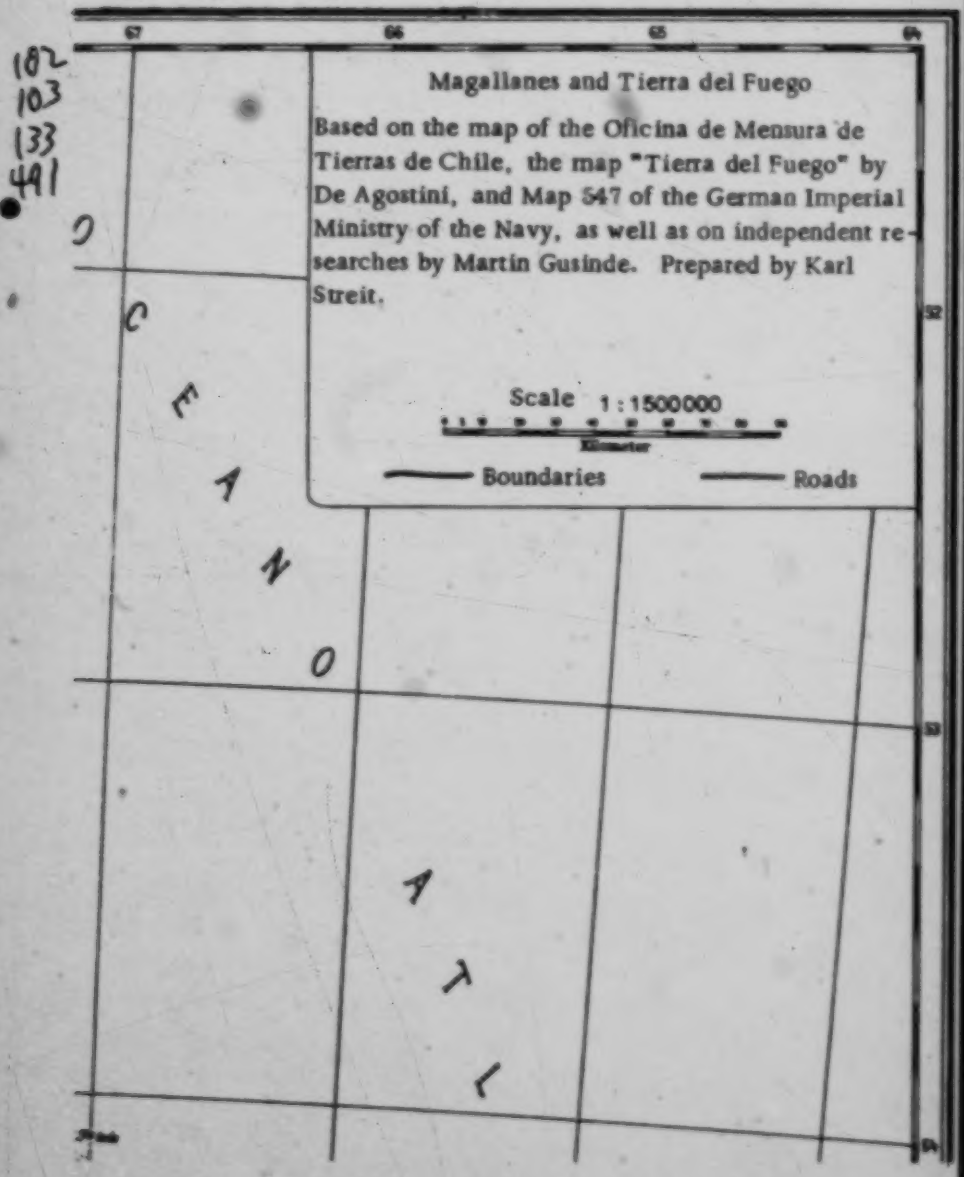
/End Map 1. Section B/

1;Gusinde--1460 E-5 (1918-1924) 1937 SH6 Yahgan SH6

/End Map I, Section C/

1:Gusinde--1461 E-5 (1918-1924) 1937 SH6 Yahgan SH6

/End Map I. Section D/



1:Gusinde--1462 E-5 (1918-1924) 1937 SH6 Yahgan SH6

/End Map I, Section E/

1:Gusinde--1463 E-5 (1918-1924) 1937 SH6 Yahgan SH6

/End Map I, Section F/

102
103
133
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1:Guninde--1464 E-5 (1918-1934) 1937 SHE Yahgan 5216

/End Map I, Section G/

102
103
133
491

I.Gusinde--1465 E-5 (1918-1924) 1937 SH6 Yahgan SH6

/End Map I, Section H/